

## 2.3 Community Impacts

This section examines the potential for impacts to communities located in project limits of the I-5 HOV Lane Extension Project. The following information is summarized from the United States Census Bureau (Census 2000) and SCAG growth projects (2008). It describes the demographic characteristics of the project study area. The study area for this community impact section extends beyond the proposed disturbance limits to include those communities in the Cities of San Clemente, Dana Point, and San Juan Capistrano, that could potentially be directly and/or indirectly impacted by the proposed project.

### 2.3.1 Community Character and Cohesion

The analysis in this section focuses on potential impacts related to community character and cohesion resulting from the proposed project. Impacts to community relate to changes in land use, neighborhoods, visual, economy, or community facilities and services. In analyzing community cohesion, the following questions were used in assessing whether the proposed project would result in adverse or beneficial effects:

- What features, services and/or amenities in these cities contribute to the overall community character and the cohesiveness of the cities? What is the overall character of each city?
- Would the proposed project result in adverse effects that would result in degradation of the community character of the entire cities or parts of the cities?
- Would the proposed project result in adverse effects that would contribute to the degradation of the existing cohesiveness of the cities?
- Would the proposed project result in beneficial effects that might positively affect the overall community character and/or the cohesiveness of the cities?

#### 2.3.1.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The Federal Highway Administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

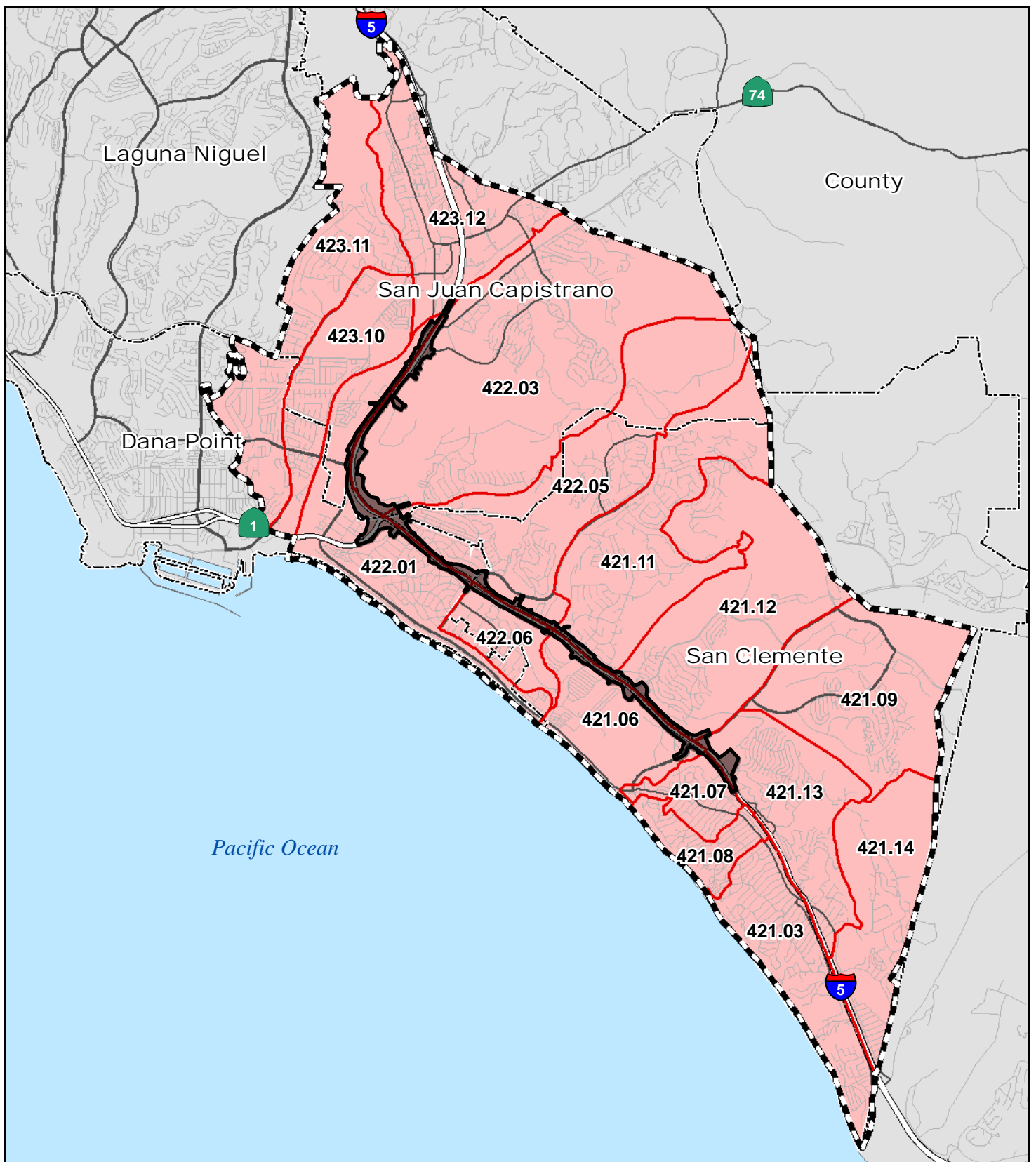
### **2.3.1.2 Affected Environment**

In the project study area, the primary land uses are residential, institutional, commercial, industrial, and recreational uses, and can be described as urban. As shown in Figure 2.3-1, the study area includes 16 census tracts (CTs) 421.03, 421.06, 421.07, 421.08, 421.09, 421.11, 421.12, 421.13, 421.14, 422.01, 422.03, 422.05, 422.06, 423.10, 423.11, and 423.12, in the Cities of San Clemente, San Juan Capistrano, and Dana Point. All CTs within the project study area are located in the County of Orange. To assess the potential for the proposed project to adversely or beneficially affect community cohesion, demographic characteristics of these CTs were evaluated based on data from the 2000 United States Census.

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood; their level of commitment to the community; or a strong attachment to their neighbors, groups, and institutions, usually as a result of continued association over time (*Caltrans Impacts Assessment Handbook*, Department, June 1997). Data on demographics, current and forecast population, ethnic distribution, and housing in the study area were obtained from the Cities of San Juan Capistrano, San Clemente, and Dana Point web sites, the 2000 United States Census, and SCAG growth projections.





As discussed previously in Section 2.1, Land Use, there are no public parks or recreational facilities, including equestrian trails, recreational bikeways, or recreational trails, located within the project footprint. However, five parks and four public schools are located within 0.5 mi of the study area.

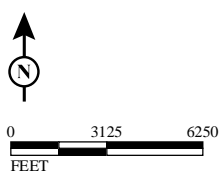
Parks located within 0.5 mi of the study area include Calle Paloma Parkette (located on Calle Paloma at Calle Los Robles), Sunset Park (located at 33345 Calle Naranja), San Gorgonio Park (located south of I-5 between Avenida Vaquero and Calle Vista Torito and north of Via San Gorgonio), Descanso Park (located at 32506 Paseo Adelanto), and Historic Town Center Park (located at 31806 El Camino Real).



**FIGURE 2.3-1**

**LEGEND**

-  Study Area
-  Study Area Census Tracts
-  Individual Census Tracts
-  City Boundary



SOURCE: RMC (2009)

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***I-5 HOV Lane Extension Project***

**Study Area Census Tracts**

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Public schools located within 0.5 mi of the study area include Palisades Elementary School (located at 26462 Via Sacramento, in the City of Dana Point), San Clemente High School (located at 700 Avenida Pico, in the City of San Clemente), Shorecliffs Middle School (located at 240 Via Socorro, in the City of San Clemente), and Journey Elementary School (located at 189 Avenida La Cuesta, in the City of San Clemente).

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, and/or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Some specific indicators of community cohesion include:

- **Ethnicity:** Ethnic homogeneity is associated with a higher degree of community cohesion.
- **Household Size:** Households of two or more people tend to correlate with a higher degree of community cohesion.
- **Housing Tenure:** Households that have been part of a community for a longer period of time tend to correlate with a higher degree of community cohesion.
- **Transit-Dependent Population:** Residents who walk or use public transportation for travel tend to correlate with a higher degree of community cohesion.

These indicators of community cohesion in the study area and the applicable local jurisdiction are described in more detail below.

### ***Population***

The United States Census Bureau reports that the population of the County totaled approximately 2,410,556 persons in 1990. In the 10 years that followed, the County's population increased by almost 18 percent, to approximately 2,846,289 persons in 2000.

SCAG provides current and projected population levels in the RTP for the Southern California region, including the County. The adopted 2008 RTP includes population levels in 2003 and projected levels through 2035, which illustrate growth trends. Table 2.3-1, shows the 2003 populations and projected 2010, 2015, and 2035 populations for the County; the Cities of San Clemente, Dana Point, and San Juan Capistrano; and the study area census tracts.

**Table 2.3-1 Population Estimates in the Study Area**

County/City/ Census Tract	2003	2010	2015	2035 <sup>1</sup>	Percent Change 2010 to 2035
<b>Population</b>					
County of Orange	2,999,320	3,314,948	3,451,755	3,653,990	10.23
City of Dana Point	35,860	38,169	38,946	40,393	5.83
City of San Clemente	63,800	68,999	70,731	74,151	7.47
City of San Juan Capistrano	35,302	39,201	40,229	41,153	4.98
Census Tract 421.03	8,228	8,778	8,982	9,305	6.00
Census Tract 421.06	1,607	1,815	2,063	2,135	17.63
Census Tract 421.07	4,904	5,233	5,401	5,746	9.80
Census Tract 421.08	6,457	6,888	7,061	7,365	6.93
Census Tract 421.09	5,369	5,729	5,830	6,773	18.22
Census Tract 421.11	8,132	8,699	8,969	9,258	6.43
Census Tract 421.12	6,483	7,345	7,436	7,587	3.29
Census Tract 421.13	4,822	5,146	5,265	5,469	6.28
Census Tract 421.14	4,040	4,307	4,408	4,578	6.29
Census Tract 422.01	5,466	5,847	5,969	6,202	6.07
Census Tract 422.03	7,586	9,302	9,796	10,025	7.77
Census Tract 422.05	5,644	6,013	6,149	6,437	7.05
Census Tract 422.06	2,645	2,818	2,877	2,986	5.96
Census Tract 423.10	2,061	1,972	2,010	2,110	7.00
Census Tract 423.11	3,382	3,616	3,683	3,829	5.89
Census Tract 423.12	8,614	9,379	9,462	9,659	2.99

Source: SCAG Adopted 2008 RTP Integrated Growth Forecast.

<sup>1</sup> According to SCAG's 2008 "RTP Integrated Growth Forecast, 2035 is the correct and the most recent year for the forecasts by census tracts.

RTP = Regional Transportation Plan

SCAG = Southern California Association of Governments

As shown in Table 2.3-1, SCAG projects a continued increase in population growth between 2010 and 2035, in the Cities of San Clemente, Dana Point, and San Juan Capistrano. However, this increase in population growth will occur at slower rate than the County. The population of the City of Dana Point is projected to increase by approximately six percent, the City of San Clemente is expected to grow by roughly seven percent, and the City of San Juan Capistrano is projected to increase by almost five percent over the next 25 years.

### ***Ethnicity***

Table 2.3-2 shows the ethnic composition of the Cities of San Clemente, Dana Point, and San Juan Capistrano and the County. In all of the Cities, the population is predominantly White (84 percent, on average), slightly higher than the County average. The population of the City of San Juan Capistrano has a Hispanic population slightly above the County average, whereas the Cities of San Clemente and Dana Point have Hispanic populations that are substantially lower than the County.

**Table 2.3-2 2000 Ethnic Composition in the Study Area**

Jurisdiction	Percentage <sup>1</sup>						
	White	Black	American Indian/ Native Alaskan	Asian	Hawaiian/ Pacific Islanders	Other	Hispanic
<b>County</b>							
Orange County	65.0	1.7	0.7	13.6	0.3	14.8	31.0
<b>Study Area Cities</b>							
City of Dana Point	87.0	0.8	0.6	2.5	0.1	5.9	16.0
City of San Clemente	88.0	0.8	0.6	2.6	0.1	5.1	16.0
City of San Juan Capistrano	79.0	0.8	1.1	1.9	0.1	14.2	33.0
<b>Study Area Census Tracts</b>							
Census Tract 421.03	91.0	0.5	0.4	1.2	0.1	3.9	11.7
Census Tract 421.06	96.0	0.3	0.5	1.4	0.1	0.6	5.0
Census Tract 421.07	75.0	1.6	1.1	1.7	0.1	17.5	51.0
Census Tract 421.08	80.7	1.0	1.1	1.7	0.3	11.0	24.4
Census Tract 421.09	88.5	1.2	0.4	4.7	0.3	1.9	9.2
Census Tract 421.11	93.0	0.7	0.3	2.6	0.1	1.1	7.0
Census Tract 421.12	90.0	0.7	0.3	4.0	0.1	2.0	10.0
Census Tract 421.13	93.0	0.1	0.4	3.3	0.2	1.3	8.0
Census Tract 421.14	88.4	1.0	1.4	3.3	0.2	3.4	14.9
Census Tract 422.01	90.0	0.5	1.0	2.0	0.0	4.7	16.0
Census Tract 422.03	91.0	0.6	0.4	2.8	0.1	2.6	9.0
Census Tract 422.05	86.0	0.5	0.4	3.1	0.0	6.7	18.0
Census Tract 422.06	94.0	0.5	0.4	1.8	0.0	1.3	7.0
Census Tract 423.10	78.5	0.6	1.2	1.5	0.2	13.8	31.8
Census Tract 423.11	87.7	0.5	0.9	3.1	0.1	4.8	14.5
Census Tract 423.12	59.0	1.4	2.1	0.9	0.1	3.2	71.0

Source: United States Census Bureau, 2000 Census.

<sup>1</sup> Percentages do not add to 100 percent because the White, Black, American Indian and Alaska Native, Hawaiian and Pacific Islander, and Other categories include persons identified with one race only, but the Hispanic category overlaps with other categories.

The ethnic composition among the study area census tracts, the cities, and the County is fairly homogenous. Census Tracts 421.07 and 423.12 have the lowest percentage of White residents, the highest percentage of Hispanic residents, and the highest percentages of non-White residents.

### ***Income and Other Demographics***

Table 2.3-3 provides other demographic characteristics for the Cities of San Clemente, Dana Point, and San Juan Capistrano and County. The poverty level for the United States is defined annually by the United States Department of Health and Human Services and totaled \$13,050 for family of three<sup>1</sup> in 2000.

<sup>1</sup> A family of three is used for reference since the average number of persons per household in the study area is three.

**Table 2.3-3 Local, County, Regional, and State Demographic Summaries  
(Census 2000)**

Jurisdiction	Total Population	Median household Income	Persons Below Poverty	Employed Civilian Labor Force	High School Graduate (>age 25)	College Graduate (> age 25)	Persons Per Household
Orange County	2,846,289	\$58,820	10%	62.2%	79.5%	30.8%	3.0
City of Dana Point	35,110	\$63,043	7%	65.8%	90.7%	41.0%	2.4
City of San Clemente	49,936	\$63,507	8%	63.2%	90.7%	36.1%	2.6
City of San Juan Capistrano	33,826	\$62,392	11%	58.2%	81.6%	30.7%	3.1
Census Tract 421.03	7,530	\$63,339	8.5%	65.5%	90.6%	44.9%	2.47
Census Tract 421.06	1,508	\$61,250	6.0%	52.6%	94.8%	36.8%	2.24
Census Tract 421.07	4,536	\$38,750	21.4%	66.8%	68.7%	14.7%	3.08
Census Tract 421.08	5,934	\$42,520	11.3%	70.6%	87.4%	26.8%	2.17
Census Tract 421.09	5,026	\$69,386	5.5%	66.5%	95.6%	43.0%	2.40
Census Tract 421.11	5,904	\$97,602	2.5%	61.1%	97.0%	44.1%	2.94
Census Tract 421.12	3,762	\$93,755	1.6%	70.4%	95.7%	44.1%	2.80
Census Tract 421.13	4,483	\$76,166	9.1%	50.8%	89.4%	35.2%	2.49
Census Tract 421.14	3,734	\$66,528	6.9%	55.7%	90.9%	32.5%	2.45
Census Tract 422.01	5,852	\$52,981	9.1%	60.8%	89.1%	28.3%	2.39
Census Tract 422.03	7,413	\$76,665	4.0%	56.4%	93.8%	41.9%	2.49
Census Tract 422.05	6,637	\$72,313	3.9%	68.8%	92.8%	36.1%	3.01
Census Tract 422.06	3,024	\$57,630	3.9%	56.3%	94.2%	33.3%	2.28
Census Tract 423.10	8,680	\$48,716	10.8%	62.9%	77.9%	18.9%	2.80
Census Tract 423.11	5,753	\$80,568	3.2%	60.0%	89.6%	38.8%	2.80
Census Tract 423.12	8,415	\$44,844	26.6%	54.7%	59.7%	19.8%	4.05

Source: United States Census Bureau, 2000 Census.

The Cities of San Clemente and Dana Point are characterized by more affluent residents, with a higher median household income (\$63,507 and \$63,043, respectively) and fewer persons living below the poverty level than the City of San Juan Capistrano (\$62,392 median household income) and County (\$58,820 median household income) averages.

Census Tracts 421.11 and 421.12 have higher median household incomes compared to the County and city averages. Census Tracts 421.07 and 421.08 reported lower median household incomes (\$38,750 and \$42,520, respectively). Census Tracts 421.07 and 423.12 reported the highest percentage of individuals living below the poverty level (21.4 and 26.6 percent, respectively) compared to the averages for the other study area census tracts and the cities.



All of the cities and census tracts (except for Census Tracts 421.07, 423.10 and 423.12) have a substantially greater number of residents holding high school diplomas compared to the County. The percentage of persons that are college graduates in the cities and census tracts is comparable or slightly higher than the County, with the exception of Census Tracts 421.07, 423.10 and 423.12.

### **Employment**

According to the 2000 Census, manufacturing and education, health, and social services were the largest and second-largest County industry sectors in terms of employment, comprising 17 and 16 percent, respectively, of the total employed population, with professional and technical services following at 12 percent. Education, health, and social services were also the largest industry sector in Dana Point and San Clemente at 18 and 16 percent, respectively, followed by professional and technical services at 13 and 14 percent, respectively. In San Juan Capistrano, education, health, and social services and lodging and food service are the two largest industry sectors, at 16 percent each. The employment percentages for these and other sectors are shown in Table 2.3-4.

**Table 2.3-4 2000 Employment Percentages for County and the Cities**

<b>Economic Sector</b>	<b>Orange County</b>	<b>City of Dana Point</b>	<b>City of San Clemente</b>	<b>City of San Juan Capistrano</b>
Construction	6%	8%	8%	7%
Manufacturing	17%	10%	10%	11%
Retail	11%	12%	12%	13%
Finance and Insurance	9%	10%	8%	2%
Professional and Technical Services	12%	13%	14%	8%
Education, Health, and Social Services	16%	18%	16%	16%
Lodging and Food Service	8%	10%	9%	16%
All Other Sectors	8%	7%	9%	9%

Source: United States Census Bureau, 2000 Census.

### **Transit-Dependent Population**

Table 2.3-5 shows the distribution of the population by age within the study area County, cities, and CTs. The age distribution patterns across the age groups of the studied census tracts, county, and cities are similar, with an average median age of 39, which is slightly higher than the County (33.3 years). The cities and affected census tracts reported similar percentages of population between 18 and 64. The percentage

**Table 2.3-5 2000 Age Distribution in the Study Area**

Jurisdiction	Median Age	Percent		
		Population < 18	Population 18–64	Population > 64
County				
Orange County	33.3	27	63	10
Study Area Cities				
City of Dana Point	39.8	21	66	13
City of San Clemente	38	24	63	13
City of San Juan Capistrano	36.4	28	59	13
Study Area Census Tracts				
Census Tract 421.03	37.5	23	64	13
Census Tract 421.06	52	15	52	33
Census Tract 421.07	28.9	31	65	5
Census Tract 421.08	32.4	20	72	8
Census Tract 421.09	37.5	23	68	9
Census Tract 421.11	41.2	30	56	14
Census Tract 421.12	37.4	28	64	8
Census Tract 421.13	46.4	19	59	22
Census Tract 421.14	40.7	20	62	18
Census Tract 422.01	40.9	21	61	18
Census Tract 422.03	44.4	23	58	20
Census Tract 422.05	36.9	29	62	10
Census Tract 422.06	47.4	18	57	26
Census Tract 423.10	36.8	26	59	14
Census Tract 423.11	42.4	23	61	15
Census Tract 423.12	26.9	35	58	8

Source: United States Census Bureau, 2000 Census.

of the population over age 64 in the study area census tracts is slightly higher than the cities and the County. The percentages of the population under age 18 in the study area census tracts are also mostly the same as the County and the Cities of Dana Point and San Juan Capistrano and the same as the City of San Clemente.

The Federal Transit Administration, in *An Overview of Transportation and Environmental Justice* (May 2000), defines low-income and minority residents as part of the transit-dependent population. Furthermore, the transit-dependent population is typically described as under the age of 18 and over 65, the population that tends to walk or use public transportation for travel. SCAG projects that the percentage of senior citizens in Southern California will continue to increase over the next two decades, with approximately one in six people expected to be over age 64 in 2030.

## Housing

The housing profiles for the Cities of San Clemente, Dana Point, and San Juan Capistrano and the County from 2000 Census data are shown in Table 2.3-6. Nearly all of the tracts have a higher percentage of owner-occupied housing compared to the Cities and the County (67 percent average). Census Tract 421.08 has the lowest percentage of owner-occupied units (17 percent), while Census Tract 421.11 has the highest percentage (95 percent). The study area census tracts also have a similar to slightly lower percentage of persons per household than the Cities or the County.

**Table 2.3-6 Housing Profile**

Jurisdiction	Total Housing Units	Housing Units Occupied	Owner-occupied Housing Units	Renter-occupied housing Units	Persons Per Household
<b>County</b>					
Orange County	969,484	97%	61%	39%	3.00
<b>Study Area Cities</b>					
City of Dana Point	15,682	92%	62%	38%	2.41
City of San Clemente	20,653	94%	62%	38%	2.56
City of San Juan Capistrano	11,320	97%	79%	21%	3.06
<b>Study Area Census Tracts</b>					
Census Tract 421.03	3,332	91%	57%	43%	2.47
Census Tract 421.06	737	87%	82%	18%	2.24
Census Tract 421.07	1578	93%	28%	73%	3.08
Census Tract 421.08	3,047	89%	17%	83%	2.17
Census Tract 421.09	2,164	97%	62%	38%	2.40
Census Tract 421.11	2037	98%	95%	5%	2.94
Census Tract 421.12	1378	98%	80%	20%	2.80
Census Tract 421.13	1832	97%	85%	15%	2.49
Census Tract 421.14	1,633	93%	64%	36%	2.45
Census Tract 422.01	2671	91%	65%	35%	2.39
Census Tract 422.03	3035	97%	81%	18%	2.49
Census Tract 422.05	2234	98%	82%	18%	3.01
Census Tract 422.06	1338	96%	76%	24%	2.28
Census Tract 423.10	3,181	96%	73%	27%	2.80
Census Tract 423.11	2,093	97%	87%	13%	2.80
Census Tract 423.12	2155	94%	62%	38%	4.05

Source: United States Census Bureau, 2000 Census.

Nearly 57 percent of residents in the City of Dana Point moved into their housing units between 1995 and 2000, and 23 percent moved into their unit between 1999 and 2000. In the City of San Clemente, 56 percent of residents moved into their units between 1995 and 2000, while 22 percent moved into their unit between 1999 and 2000. Nearly 51 percent of City of San Juan Capistrano residents moved into their

units between 1995 and 2000, and 16 percent moved into their units between 1999 and 2000. This data demonstrates that within the County and the three study area cities, housing tenure for the majority of residents is greater than 5 years. The data for the study area census tracts are comparable to the cities. Housing tenure for the study area is shown on Table 2.3-7.

**Table 2.3-7 Housing Tenure**

Jurisdiction	Year Moved Into Unit (Percent of Housing Occupants)					
	1999– 2000	1995– 1998	1990– 1994	1980– 1989	1970– 1979	1969 or earlier
<b>Study Area Census Tracts</b>						
Orange County	21%	33%	15%	15%	9%	6%
<b>Study Area Cities</b>						
City of Dana Point	23%	34%	15%	17%	9%	3%
City of San Clemente	22%	34%	18%	16%	7%	3%
City of San Juan Capistrano	16%	35%	16%	18%	12%	2%
<b>Study Area Census Tracts</b>						
Census Tract 421.03	26%	28%	19%	15%	%	4%
Census Tract 421.06	10%	35%	12%	17%	15%	11%
Census Tract 421.07	37%	35%	16%	6%	5%	0.7%
Census Tract 421.08	30%	41%	15%	8%	5%	1%
Census Tract 421.09	33%	37%	18%	11%	0.8%	0.3%
Census Tract 421.11	8%	33%	25%	29%	4%	0%
Census Tract 421.12	26%	42%	17%	15%	0%	0%
Census Tract 421.13	11%	24%	16%	21%	19%	10%
Census Tract 421.14	17%	38%	19%	14%	10%	2%
Census Tract 422.01	20%	31%	13%	18%	11%	7%
Census Tract 422.03	19%	39%	14%	15%	11%	2%
Census Tract 422.05	16%	33%	16%	22%	8%	4%
Census Tract 422.06	15%	32%	16%	23%	12%	2%
Census Tract 423.10	17%	36%	15%	24%	7%	0.5%
Census Tract 423.11	8%	20%	19%	26%	16%	11%
Census Tract 423.12	17%	35%	17%	12%	14%	4%

Source: United States Census Bureau, 2000 Census.

Demographic data analysis consisting of age distribution, ethnic composition, other demographic characteristics, employment, housing profiles and tenure, as well as field studies, confirms the specific demographic characteristics within all study area cities and reveals that business and residential patterns form defined and cohesive community boundaries.

The community character of the study area is not exceptionally remarkable or unique with regard to biological or cultural resources. Indicators that a community has a high degree of cohesion are long-term residents, households of two or more people, high rates of homeownership, ethnic homogeneity, and a high percentage of elderly

residents. As indicated in Tables 2.3-2, 2.3-6, and 2.3-7, all of the cities are predominantly White and mature communities that are characterized by a higher rate of homeownership with long-term residency and smaller household sizes than the overall population of the County. The City of San Juan Capistrano has a slightly younger and ethnically diverse population and is characterized by a higher number of persons per household, with a higher percentage of non-White population than the other cities, but these averages are still lower than the County averages.

The study area census tracts generally do not vary with respect to poverty rates, median household income, long-term residents, persons below the poverty level, and ethnic composition. Two of the census tracts, Census Tracts 421.07 and 423.12, are characterized by a more ethnically diverse population, more persons per household, shorter-term residents, and a younger population in comparison to the other tracts, the cities, and the County average.

Based on these indicators and the mix of land uses in the study area, the study area is considered to have a fairly high degree of community cohesion and is represented by well-established communities.

### **2.3.1.3 Environmental Consequences**

#### ***Temporary Impacts***

##### ***Alternative 1 – No Build Alternative***

The No Build Alternative would not involve construction activities; therefore, there would be no direct or indirect impacts to community character or cohesion under this alternative.

##### ***Build Alternatives 2 and 4 – Design Options A and B***

Construction activities associated with all the Build Alternatives and both Design Options would result in temporary indirect impacts to community cohesion. Road detours and access restrictions due to construction activities would result in some traffic delays for local residents, businesses, and commuters. Short-term noise impacts to some local neighborhoods may occur during the construction of the sound walls for the proposed project. However, substantial disruptions to the majority of the local neighborhoods in the study area are not anticipated. Ramp closures may occur at the Avenida Pico interchange. However, these closures will be limited to potential weekend closures and would not exceed the period of one week. In addition, during final design, a Transportation Management Plan (TMP) will be prepared to address

potential detours and access restrictions. Please see Chapter 1 for details on the TMP. Therefore, substantial traffic disruptions are not considered adverse.

In addition to the measures provided in the TMP, as referenced in Section 1.3 of this document, Project Description, the Department will conduct public outreach with affected area residents, businesses, and the San Clemente School District prior to and during construction, regarding construction schedules and potential temporary traffic inconveniences during construction.

### ***Permanent Impacts***

#### ***Alternative 1 – No Build Alternative***

The No Build Alternative would not involve construction activities; therefore, there would be no permanent direct or indirect impacts to community character or cohesion under this alternative.

#### ***Build Alternatives 2 and 4 – Design Options A and B***

The proposed project improvements would reduce the existing and projected future traffic congestion along this section of I-5. The Build Alternatives would not adversely directly or indirectly impact community cohesion because the roadway already exists and the nearby residential uses are mixed with businesses and other land use types. No residential acquisitions would occur under any of the Build Alternatives.

With Design Option A, all Build Alternatives would require two nonresidential acquisitions in the City of San Clemente. These acquisitions would occur in the southwest quadrant of the I-5/Avenida Pico interchange.

The businesses to be displaced are within a commercial area that does not demonstrate indicators of high community cohesion; the acquisitions would not divide or fragment an existing, cohesive neighborhood. Therefore, implementation of any of the Build Alternatives with Design Option A would not result in adverse direct or indirect impacts to community cohesion.

With Design Option B, all Build Alternatives would require four nonresidential acquisitions in the City of San Clemente. Two acquisitions would occur in the southwest quadrant and two in the southeast quadrant of the I-5/Avenida Pico interchange.

Alternatives 2 and 4 with Design Option B would result in the greatest number of nonresidential displacements (and thus the greatest potential effect to community character and cohesion). However, for Design Option B, the businesses to be displaced are within a commercial area that does not demonstrate indicators of high community cohesion; the acquisitions would not divide or fragment an existing, cohesive neighborhood.

Additionally, as discussed in Section 2.3.2, Relocations and Real Property Acquisition, it is anticipated that there will be adequate replacement properties available in the study area.

#### **2.3.1.4 Avoidance, Minimization, and/or Mitigation Measures**

The Build Alternatives would not permanently divide an existing community or create a barrier between communities, and no avoidance, minimization, or mitigation measures are required.

Impacts to community character and cohesion due to property acquisition and relocations would be minimized under the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act), as discussed in Section 2.3-2.

### **2.3.2 Relocations and Real Property Acquisition**

#### **2.3.2.1 Regulatory Setting**

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.). Please see Appendix C for a copy of the Department's Title VI Policy Statement.

#### **2.3.2.2 Affected Environment**

This section is based on the information regarding relocations and relocation impacts from the *Relocation Impact Memorandum* (October 2010) prepared for this project.

For information regarding the study area, please refer to the Affected Environment section, under Community Character and Cohesion.

### 2.3.2.3 Environmental Consequences

Table 2.3-8 identifies the parcels impacted by full acquisitions under both Design Options under all Build Alternatives. Design Option A under all Build Alternatives would result in two full and three partial parcel acquisitions, while Design Option B would result in four full and four partial parcel acquisitions. However, Design Option A would require two full acquisitions, resulting in the relocation of two businesses, and Design Option B would require four full acquisitions, resulting in the relocation of four businesses.

**Table 2.3-8 Full Acquisitions  
Under Both Design Options –  
All Build Alternatives**

APN	Area impacted (sf)	Nonresidential
<b>Design Option A – All Alternatives</b>		
057-103-09	16,500	Shell Station
057-013-10	5,600	Burger Stop
<b>Total</b>	<b>22,100</b>	
<b>Design Option B – All Alternatives</b>		
057-103-09	16,500	Shell Station
057-013-10	5,600	Burger Stop
679-042-01	34,030	Mobile Station
679-042-02	47,920	Carrows
<b>Total</b>	<b>104,050</b>	

Source: RMC, Inc. 2010.  
APN = Assessor's Parcel Number  
sf = square feet

Table 2.3-9 identifies the properties impacted by partial acquisitions under Design Options A and B. As shown, Design Option A would result in the partial acquisition of 12,410 sf of commercial property, while Design Option B would result in the partial acquisition of 12,410 sf of commercial property and 2,240 sf of an educational facility. It should be noted that the partial acquisition of the educational facility is an easement and is not actively used by the high school.



**Table 2.3-9 Partial Acquisitions Under Design  
Options A and B –  
All Build Alternatives**

APN	Area impacted (sf)	Nonresidential
<b>Design Option A – All Alternatives</b>		
057-013-11	1,250	United States Post Office
057-014-52	160	Chevron Station
679-041-09	11,000	St. Andrew's By The Sea United Methodist Church
<b>Total</b>	<b>12,410</b>	
<b>Design Option B – All Alternatives</b>		
057-013-11	1,250	United States Post Office
057-014-52	160	Chevron Station
679-041-09	11,000	St. Andrew's By The Sea United Methodist Church
690-541-01	2,240	San Clemente High School
<b>Total</b>	<b>14,650</b>	

Source: RMC, Inc. 2010.

APN = Assessor's Parcel Number sf = square feet

TBD = to be determined

All full and partial acquisitions for Design Options A and B (All Build Alternatives) are shown in Figures 2.3-2 and 2.3-3, respectively.

A summary of the properties in the study area that would be impacted by full or partial acquisitions or temporary construction easements (TCEs) is provided in Table 2.3-10. Property acquisitions and displacements for both Design Options occur in a commercial area of the City of San Clemente, concentrated at the I-5/Avenida Pico interchange.

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#### LEGEND

Study Area

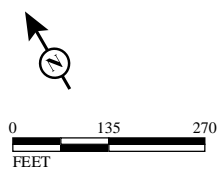
Design Option A - All Build Alternative Alignments

#### Pico Interchange - Alternative A Acquisitions

Full Acquisition

Partial Acquisition

Areas of Partial Take (with estimated square footage of take)



SOURCE: Bing (04/2008); RBF (08/2009); RMC (07/2010)

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**FIGURE 2.3-2**

***I-5 HOV Lane Extension Project***  
Potential Acquisitions  
Design Option A - All Build Alternatives

12-ORA-005 PM 3.0/8.7

EA# 0F9600



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# LEGEND

Study Area

Design Option B - All Build Alternative Alignments

## Pico Interchange - Alternative B Acquisitions

Full Acquisition

Partial Acquisition

Areas of Partial Take (with estimated square footage of take)

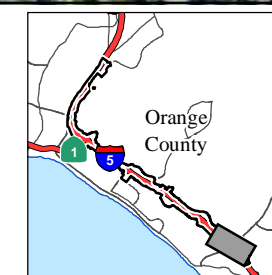


FIGURE 2.3-3

## I-5 HOV Lanes Extension Project

Potential Acquisitions

Design Option B - All Build Alternatives

12-ORA-005 PM 3.0/8.7

EA# OF9600



0 135 270  
FEET

SOURCE: Bing (04/2008); RBF (08/2009); RMC (07/2010)

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**Table 2.3-10 Summary of Property Acquisitions for the Build Alternatives**

Alternative	Permanent Acquisitions				TCEs	
	Full Parcels		Partial Parcels		Number of Parcels	Total Square Feet
	Number of Parcels	Total Square Feet	Number of Parcels	Total Square Feet		
<b>Design Option A – All Alternatives</b>	<b>Total Nonresidential: 2</b>	22,100	<b>Total Nonresidential: 4</b>	12,410	33	22,400
<b>Design Option B – All Alternatives</b>	<b>Total Nonresidential: 4</b>	104,050	<b>Total Nonresidential: 5</b>	14,650	33	21,800

Source: RMC, Inc., 2010.

TCEs = Temporary Construction Easements

### ***Temporary Impacts***

#### ***Alternative 1 – No Build Alternative***

The No Build Alternative would require no TCEs, and therefore would not result in temporary direct or indirect impacts related to relocations. The No Build Alternative would not result in any construction. Therefore, the No Build Alternative would not generate construction employment.

#### ***Build Alternatives 2 and 4 – Design Options A and B***

Temporary project-related direct impacts to land use are related to TCEs. TCEs are required for construction activities associated with the proposed project, for such purposes as staging and equipment/material storage. As shown earlier in Table 2.3-10, both Build Alternatives, for Design Option A, propose TCEs consisting of 22,400 sf and 33 parcels. Design Option B proposes TCEs consisting of 21,800 sf and 33 parcels. Impacts from TCEs would cease after the construction of the I-5 HOV Lane Extension Project and the existing land use would be restored. Therefore, direct impacts from TCEs during the construction of the proposed project are considered minimal.

Implementation of the all Build Alternatives will generate temporary construction employment, which may lead to direct and indirect effects on local economy. The direct effect is the number of construction jobs created to complete the proposed project. The indirect effect is the additional employment and business activity that would be generated in the regional economy by the initial construction expenditure.

As shown in Table 2.3-11, below, Alternative 2 would generate an estimated 1,861 direct jobs under Option A and 1,863 direct jobs under Options B; and would

**Table 2.3-11 Estimated Construction Employment**

Estimated Capital Construction Costs <sup>1</sup>			Estimated Employment Generated		
			Direct Jobs <sup>2</sup>	Indirect Jobs <sup>3</sup>	Total Jobs
Alternative 2	Option A	\$195,964,000	1,861	3,586	5,447
	Option B	\$196,078,000	1,863	3,588	5,451
Alternative 4	Option A	\$176,461,000	1,676	3,229	4,905
	Option B	\$177,010,000	1,682	3,239	4,921

<sup>1</sup> Capital construction costs from Project Cost Estimate, July 2010.

<sup>2</sup> American Road and Transportation Builders Association (ARTBA) estimates 9.5 new on-site construction jobs created for every \$1 million of investment in freeway construction projects in the United States.

<sup>3</sup> ARTBA estimates 18.3 new indirect employment jobs created for every million dollars of investment in freeway construction projects in the United States.

generate an estimated 3,586 indirect jobs under Option A and 3,588 indirect jobs under Option B, for a total of 5,447 jobs under Option A and 5,451 jobs under Option B. These construction jobs would generate temporary employment and revenues for both local and regional economies. Alternative 4 would generate the greatest number of direct and indirect jobs: 4,905 jobs total under Option A and 4,921 jobs total under Option B.

### ***Permanent Impacts***

#### ***Alternative 1 – No Build Alternative***

The No Build Alternative would not require partial or full parcel acquisition. Therefore, no permanent indirect or direct impacts related to relocations are anticipated.

#### ***Build Alternatives 2 and 4 – Design Options A and B***

Under Build Alternatives 2 and 4, for Design Option A, four partial acquisitions would be required from all four quadrants of the interchange. Under Design Option B, five partial acquisitions would be required. The partial acquisitions would not displace employees or cause a business to cease to operate. Therefore, no permanent direct or indirect impacts from partial acquisitions are anticipated.

### ***Economic Impacts***

As shown in Table 2.3-12 below, under all Build Alternatives with Design Option A, the proposed project would fully acquire two parcels and would result in the loss of an estimated \$10,127 in annual property tax revenue, or 0.0004 percent of the City of San Clemente property tax revenues. Under, all Build Alternatives



**Table 2.3-12 Estimated Annual  
Property Tax Loss for the City of San  
Clemente (Design Options A and B –  
All Alternatives)**

Property Tax Loss	Total Annual City Property Tax Revenue <sup>1</sup>	Percent of Total Annual Property Tax Revenue Loss
<b>Design Option A – All Build Alternatives</b>		
\$10,127.40	\$24,350,000	0.0004
<b>Design Option B – All Build Alternatives</b>		
\$14,836.44	\$24,350,000	0.0006

Source: Orange County Treasurer – Tax Collector

(<http://egov.ocgov.com/portal/site/ocgov/>

[accessed January 25, 2010]).

<sup>1</sup> Total City tax revenue was obtained from the 2009–  
2010 Fiscal Year Budget for the City of San Clemente.

with Design Option B, the proposed project would fully acquire four parcels and would result in the loss of an estimated \$14,836 in annual property tax revenue, or 0.0006 percent of the City of San Clemente property tax revenues.

The relocation of businesses under Build Alternatives 2 and 4 with Design Options A and B, would cause a loss in state and local jurisdictional sales tax revenues. Table 2.3-13, below, provides an estimate of the annual sales tax revenue losses to city, County, and state governments as a result of the nonresidential acquisitions that would occur as a result of the Build Alternatives.

**Table 2.3-13 Estimated Annual Sales Tax Revenue  
Loss for the City of San Clemente**

Jurisdiction	Tax Rate (%)	Taxable Sales	Total Sales Tax Revenue	Average Sales Tax/ Business	Design Option A All Alternatives	Design Option B All Alternatives
City of San Clemente	1.00	\$710,000,000	\$7,100,000	\$2,366	\$4,732	\$9,464
OCTA	0.50	—	\$3,550,000	\$118	\$236	\$472
State of California	7.25	—	\$51,475,000	\$1,716	\$3,432	\$6,864

Source: Board of Equalization Sales Tax and Use Tax in California, 2009 ([www.boe.ca.gov](http://www.boe.ca.gov) [accessed January 25, 2010]).  
OCTA = Orange County Transportation Authority

The ROW acquisitions associated with the Build Alternatives would impact sales tax-generating businesses. In the event that all businesses from one city relocate within the same city boundary, there would be no net loss of sales tax revenue to that city. However, relocation outside a particular city, or if a business is not able

to or chooses not to relocate, would result in a net loss of sales tax revenue to that city.

Each of the Build Alternatives and the associated Design Options would result in business displacements. If all businesses to be potentially displaced were relocated outside the City of San Clemente, the potential sales tax loss for the City of San Clemente would be an estimated \$4,732 for Design Option A (based on the displacement of two businesses), and an estimated \$9,464 for Design Option B (based on the displacement of four businesses).

According to the *Relocation Impact Memorandum* (October 2010), based on the current availability of 31 retail spaces/properties for lease or sale within the City of San Clemente and the current industrial/commercial vacancy rate in the County, relocation opportunities are considered to be adequate, it is anticipated that ample replacement properties will be available within the City of San Clemente to allow displaced businesses to remain in the community. Therefore, property acquisition and relocations required as part of Alternatives 2 and 4 would not result in secondary fiscal impacts, as the businesses acquired would remain in the local tax base. In addition, the proposed project would improve traffic operations in the area, which would support local businesses. Measures CI-1 and CI-2 will be implemented to reduce the potential impacts related to property acquisitions and relocations.

### *Employee Displacement*

Under all Build Alternatives, Design Option A would relocate two businesses (two displacements from full acquisitions), which would result in the approximate displacement of 35 employees. Under all Build Alternatives, Design Option B would relocate four businesses (four displacements from full acquisitions), which would result in the estimated displacement of 42 employees. All the potential business relocations are on parcels designated as commercial and are located in the City of San Clemente. The approximate number of displaced employees due to business relocations as a result of the proposed project is shown on Table 2.3-14.

This displacement would represent approximately 0.14 percent, under Design Option A, and 0.15 percent, under Design Option B, of the employed labor force in the City San Clemente, which is not substantial. In addition, potential employee

**Table 2.3-14 Estimated Employee Displacements under the  
Design Options (All Build Alternatives)**

Businesses (Assessors Parcel Number)	Business Type	Estimated Displaced Employees	Percentage of Employees Displaced
Design Option A – All Alternatives			
Shell Station (057-103-09)	Commercial	Approximately 35 <sup>1</sup>	Approximately 0.14
Burger Stop (057-013-10)	Commercial		
Design Option B – All Alternatives			
Shell Station (057-103-09)	Commercial	Approximately 42 <sup>1</sup>	Approximately 0.15
Burger Stop (057-013-10)	Commercial		
Mobile Station (679-042-01)	Commercial		
Carrows (679-042-02)	Commercial		
Total		35–42	

<sup>1</sup> Based on the California Employee Development Department, Labor Market Info (<http://www.labormarketinfo.edd.ca.gov/> [accessed May 26, 2010]).

displacement impacts would be minimized if the displaced businesses are able to relocate within the City of San Clemente.

#### **2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures**

The following measures are required to reduce the potential impacts related to property acquisitions and relocations:

**CI-1** The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act) (Public Law 910646, 84 Statutes 1894) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects. The Uniform Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms and establishes uniform and equitable land acquisition policies.

**CI-2** Where acquisition and relocation are unavoidable, the provisions of the Uniform Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the United States Department of Transportation (March 2, 1989), will be followed. An independent appraisal of the affected property will be obtained, and an offer for the full appraisal will be made.

### **2.3.3 Environmental Justice**

#### **2.3.3.1 Regulatory Setting**

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2009, this was \$22,050 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

#### **2.3.3.2 Affected Environment**

The environmental justice analysis was conducted using census tract information from the 2000 United States Census. The following analysis provides a comparison of five measures with which to evaluate environmental justice:

- Percentage of non-White residents in the study area census tracts
- Percentage of Hispanic residents (the Census Bureau considers Hispanic or Latino ethnicity distinct from racial background) in the study area census tracts
- Percentage of population below the poverty level in the study area census tracts
- Median household income in the study area census tracts
- Transit-dependent population in the study area census tracts

#### ***Non-White Population***

The percentage of non-White residents was calculated by subtracting the number of White residents (one race only, as identified by the 2000 Census) from the overall population and dividing the difference by the total population. As identified in Table 2.3-15, Census Tract 423.10 has the highest percentage of non-White population and Census Tract 421.06 has the lowest percentage. The City of San Clemente has the greatest percentage of non-White residents, while the City of San Juan Capistrano has the lowest percentage. These percentages, for the census tracts and the cities, are lower than the County average.

**Table 2.3-15 Environmental Justice Populations**

	Non-White Residents (not including Hispanic residents)	Percent			Median Household Incomes
		Hispanic Residents	Below Poverty Level	Transit- Dependent (< 18 and over 65)	
Orange County	16.3%	31.0	10.3	37	\$58,820
<b>Cities</b>					
City of Dana Point	8.0%	16.0	6.7	34	\$63,043
City of San Clemente	9.2%	16.0	7.6	37	\$63,507
City of San Juan Capistrano	3.9%	33.0	10.7	41	\$62,392
<b>Census Tracts</b>					
Census Tract 421.03	9.0%	11.7	8.5	36	\$63,339
Census Tract 421.06	2.3%	5.0	6.0	48	\$61,250
Census Tract 421.07	4.5%	51.0	21.4	36	\$38,750
Census Tract 421.08	19.3%	24.4	11.3	28	\$42,520
Census Tract 421.09	11.5%	9.2	5.5	32	\$69,386
Census Tract 421.11	3.7%	7.0	2.5	44	\$97,602
Census Tract 421.12	5.1%	10.0	1.6	36	\$93,755
Census Tract 421.13	4.0%	8.0	9.1	21	\$76,166
Census Tract 421.14	11.6%	14.9	6.9	38	\$66,528
Census Tract 422.01	3.5%	16.0	9.1	39	\$52,981
Census Tract 422.03	3.9%	9.0	4.0	43	\$76,665
Census Tract 422.05	4.0%	18.0	3.8	39	\$72,313
Census Tract 422.06	2.7%	7.0	3.9	43	\$57,630
Census Tract 423.10	21.5%	31.8	10.8	40	\$48,716
Census Tract 423.11	12.3%	14.5	3.2	38	\$80,568
Census Tract 423.12	4.5%	71.0	26.6	43	\$44,844

Source: United States Census Bureau, 2000 Census.

### ***Hispanic Residents***

Of the three cities, the City of San Juan Capistrano has the highest percentage of Hispanic residents. Census Tracts 421.07 (located in the City of San Clemente) and 423.12 (located in the City of San Juan Capistrano) have the largest population of Hispanic residents (51 and 71 percent, respectively), while Census Tracts 421.06, 421.11, and 422.06 have the lowest percentage (five, seven, and seven percent, respectively).

### ***Poverty Level***

Of all the study area cities, San Juan Capistrano has the highest percentage of residents below the poverty level, approximately 11 percent, which is similar to the County average. The City of Dana Point has the fewest residents below poverty (approximately seven percent). Census Tracts 421.07 and 423.12 have the highest percentages of residents below poverty, 21.4 and 26.6 percent, respectively, which is

higher than city and County averages. Census Tract 421.12 has reported just under two percent of the population living below the poverty level, followed by Census Tracts 421.11, with approximately two and one-half percent of the population living below poverty.

### ***Median Household Income***

Compared to the County, all of the study area cities have more affluent populations. Census Tracts 421.07 and 423.12 represent the least affluent population, with median household incomes roughly half of the study area cities. Census Tracts 421.11 and 421.12 are the most affluent census tracts in the study area, with median household incomes substantially higher than the County and the Cities.

### ***Transit-Dependent Population***

The study area cities have a similar percentage of persons most likely to use public transportation as the County. Census Tracts 421.06, 421.11, 422.03, 422.06, and 423.12 have the highest percent of persons most likely to use public transportation, while Census Tracts 421.08 and 421.13 have the lowest percentage.

Based on environmental justice indicators, the study area census tracts are well diversified and consistent with the Cities of Dana Point, San Clemente, and San Juan Capistrano indicators, with the Cities of Dana Point and San Clemente being slightly lower than the County, and the City of San Juan Capistrano slightly higher or similar to the County. Generally, the study area census tracts have a similar or lower percentage of minority and low-income populations compared to the Cities. Several tracts have substantially higher percentages than city or County averages, in one or more categories, as discussed above. However, because the study area is divided among these census tracts and jurisdictions, it can be concluded that low-income and minority residents do not represent the majority of the population in the study area.

## **2.3.3.3 Environmental Consequences**

### ***Temporary Impacts***

#### ***Alternative 1 – No Build Alternative***

The No Build Alternative would not result in property acquisition, community disruption, or other changes that could adversely affect environmental justice populations. The No Build Alternative would not result in adverse permanent indirect or direct environmental justice impacts to environmental justice populations.

### ***Build Alternatives 2 and 4 – Design Options A and B***

As shown in Table 2.3-15, the study area does not have a substantial percentage of low-income or minority populations. Temporary construction impacts, as described previously under Community Character and Cohesion, would occur under all Build Alternatives. The project indirect and/or direct impacts would be the same for all populations within the study area regardless of ethnicity, income, or transit dependence; therefore, indirect or direct project impacts would not be disproportionate to any specific minority or low-income populations. Therefore, Build Alternatives 2 and 4 would not cause disproportionately high and adverse temporary impacts to any minority or low-income populations.

### ***Permanent Impacts***

#### ***Alternative 1 – No Build Alternative***

The No Build Alternative would not construct transportation improvements that would change the study area and thus would not result in any indirect or direct impacts to environmental justice populations.

### ***Build Alternatives 2 and 4 – Design Options A and B***

As shown in Table 2.3-15, the study area does not have a substantial percentage of low-income or minority populations. The I-5 HOV Lane Extension Project would not displace any residents and the proposed project would improve the existing highway by addressing deficiencies of the existing transportation system. The Build Alternatives would benefit most study area residents, including minority and low-income populations, by improving mobility and circulation throughout the study area.

The proposed I-5 HOV Lane Extension Project addresses deficiencies of the existing transportation system and would enhance mobility and improve connections for minority and low-income residents of the cities. As stated previously, Census Tract 421.07 has a high percentage of Hispanic residents (approximately 51 percent). However, no residential acquisitions are proposed in Census Tract 421.07. Therefore, the Build Alternatives will not cause any permanent disproportionately high and adverse indirect or direct effects on any minority or low-income populations, as per EO 12898 regarding Environmental Justice.

#### **2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures**

Based on the above discussion and analysis, the proposed I-5 HOV Lane Extension Project will not cause disproportionately high and adverse effects on any minority or

low-income populations as per EO 12898 regarding environmental justice. Therefore, no avoidance, minimization, or mitigation measures are required.